

real-time and cumulative fuel economy data and signals drivers when inadequate tire pressure may be affecting fuel economy.

Subtitle E—Sec. 341. Vehicle-to-Grid Demonstration Program.—Directs the Secretary of Energy to carry out a demonstration program on integrating plug-in hybrids into the electricity grid.

Subtitle F—Sec. 346. Advanced Technology Vehicles Manufacturing Incentive Program.—Amends section 136 of the Energy Independence and Security Act of 2007 by directing the Secretary of the Treasury to transfer to the Secretary of Energy, without further appropriation, \$200 million for each fiscal year from fiscal year 2009 through 2013 to pay for the cost of loans to automobile manufacturers and component suppliers for reequipping, expanding, or establishing manufacturing facilities in the United States to produce advanced technology vehicles and components.

Subtitle G—Advanced Batteries

Sec. 351. Definition of Advanced Battery.

Sec. 352. Advanced Battery Research and Development.—Directs the Secretary of Energy to expand and accelerate research and development efforts for advanced batteries and doubles the authorization levels in the energy competitiveness storage programs established under section 641 of the Energy Independence and Security Act of 2007.

Sec. 353. Advanced Battery Manufacturing and Technology Roadmap.—Directs the Director of the Office of Science and Technology Policy (in coordination with the Secretaries of Energy, Defense, and Commerce and the heads of other appropriate federal agencies) to develop a multiyear roadmap to develop advanced battery technologies and sustain domestic advanced battery manufacturing capabilities and supply chain.

Sec. 354. Sense of the Senate on Purchase of Plug-in Electric Drive Vehicles.—Expresses the Sense of the Senate that the Federal Government should increase the purchase of plug-in electric drive vehicles.

Subtitle H—Sec. 361. National Energy Efficient Driver Education Program.—Directs the Secretary of Transportation to develop and promote educational materials on optimizing fuel economy through driving and maintenance practices.

Subtitle I—Sec. 366. Oil and Gas Reserves Reporting Requirements.—Expresses the sense of the Senate that the Securities and Exchange Commission should accelerate the rulemaking process on oil and gas reserves reporting.

Subtitle J—Sec. 371. Tire Efficiency Consumer Information.—Accelerates from December 19, 2009 to March 19, 2009, the deadline for the Secretary of Transportation to publish rules establishing a consumer information program on the effect of tires on automobile fuel efficiency, safety, and durability.

Subtitle K—Sec. 376. Petroleum Use Reduction Technology Deployment.—Authorizes \$50 million for each of 5 years for grants to local Clean Cities participants to promote the adoption and use of reduction technologies and practices.

Subtitle L—Sec. 381. Energy Efficient Building Codes.—Directs the Secretary of Energy to update national model building energy codes and standards at least every 3 years to achieve overall energy savings for commercial and residential buildings of at least 30 percent by 2015 and 50 percent by 2022.

Subtitle M—Sec. 386. Renewable Energy Pilot Project Offices.—Directs the Secretary of the Interior to designate one Bureau of Land Management field office in Arizona, California, New Mexico, Nevada, and Montana to serve as a Renewable Energy Pilot Project Office.

TITLE IV—ROYALTY REFORMS

Subtitle A—Royalty Relief Repeal.

Sec. 401. Repeals mandatory deep water and deep gas royalty relief for Outer Continental Shelf leases in the Gulf of Mexico.

Subtitle B—Royalty Reforms.

Sec. 411. Definitions. Makes conforming amendments to definitions contained in FOGRMA.

Sec. 412. Liability for Royalty Payments. Makes both lessees and their payor/designees liable for royalty payments, amending existing provisions that have made it difficult for the Secretary to collect royalties from all responsible parties.

Sec. 413. Interest. Eliminates the requirement that the Federal government pay interest on royalty over-payments submitted by industry.

Sec. 414. Obligation Period. Amends existing law to start the seven-year statute of limitations at the time any adjustment to royalty payments is made by responsible parties rather than when the payor submits its initial royalty report.

Sec. 415. Tolling Agreements and Subpoenas. Makes changes related to FOGRMA's existing tolling and subpoena provisions, to conform with section 412.

The PRESIDING OFFICER. The Senator from Kentucky is recognized.

Mr. BUNNING. Mr. President, I wish to speak on the bill.

We are in an energy crisis. Don't let a 10 percent drop in oil prices fool you. We are in for a long battle with energy costs and America will need to step up if we want to keep driving our cars, flying our jets, and fueling our economy.

But this bill before us today isn't about lowering prices. It is about finding someone to blame so Americans don't blame the Democrats for failing to act in Congress.

Democrats need a scapegoat because under their watch America has become more addicted to oil than ever and gas prices have more than doubled. They don't want to solve your problems. They don't want to face the environmental lobbyists who don't care how much Americans pay for energy as long as it doesn't come from oil and coal. They want to find someone to blame. They have blamed oil companies, Republicans, the Middle East, and the military. Today it is energy speculators.

I say the time for scapegoats and politics is over. Americans don't want excuses or even someone to blame—Americans want solutions.

They want to be able to afford to drive their truck to work every day. They don't want to worry about turning on the air conditioner or how much it is going to cost to heat their homes this winter.

Back home in my State of Kentucky I have seen how much these prices are hurting families. I know many people who moved farther out into the suburbs to get a bigger yard and more for their real estate investment. Now those same people are stuck using \$4.50 gasoline for their workday commute. Another community in eastern Kentucky is fighting to keep local bus service running to their senior center.

Many older Americans rely on bus and shuttle services to get out of their

homes and are being cut off from their community services because of high prices. There are even places that have gone to a four-day school week to cut back on the cost of busing students.

These people want solutions for energy prices, not more politics.

The best way to address high prices is to get more fuel on the market. America has domestic energy resources that we only need to open up.

I have supported bills and amendments that would expand offshore drilling, start coal-to-liquid fuel production, encourage alternative sources of jet fuel, expand cellulosic biomass fuels, and many other issues. Facing these issues is what Congress should be working on.

For example, I think one part of our solution should be more offshore drilling. More domestic oil means less we have to buy from the Middle East, lower transportation costs, a more stable supply, and therefore lower prices. So why have the Democrats in Congress stopped us from acting on this one issue?

If it is because of the environment, I say we will make sure any new drilling is the cleanest and safest in the world. If it is because we are not sure what to do with the Federal revenue, I am ready to discuss it and develop a compromise. What is the problem with letting individual States choose whether or not to drill offshore? Even if it takes a decade to get to full production, we have to start somewhere.

Congress should at least have the debate and vote on the issue. But every time we try to address even one energy production issue, we are stopped in our tracks and blocked from offering amendments.

I am tired of watching this Democrat-led Congress do nothing. The energy crisis has gone on long enough. We can talk all day about who to blame and make up excuses, but that won't bring down energy prices.

Instead, we find ourselves discussing another bill that tries to blame someone rather than address the problems of domestic production and supply.

The other side is selling you a bill of goods when they say this legislation would impact energy prices. I hear they have a great deal for you on a bridge in Brooklyn too.

This bill will undermine legitimate hedging activities and threatens the liquidity of the commodities marketplace. Futures markets make it possible to buy and sell things at a specific price and date in the future. These markets allow participants to offset risk of price changes to those willing to take risks.

This legislation would also make us citizens subject to foreign rules and regulations related to energy trading. Understanding U.S. laws will not be enough, as energy traders will be required to consult with foreign boards of trade and will be subject to the regulations made by foreign governments.

This bill would also encourage traders to use foreign markets that do not